

**AIR QUALITY CONTROL MEASURES ADOPTED BY  
DAVIDSON, RUTHERFORD, SUMNER, WILSON, WILLIAMSON COUNTIES  
THROUGH THE NASHVILLE AREA MPO**

**Dec. 17, 2003**

Note: For Davidson County, this list serves as a supplement to the document prepared by the Metropolitan Nashville/Davidson County Health Department. Many of the regionwide programs mentioned here are partially funded by Davidson County and will have air quality benefits there.

**PLANNED LOCAL CONTROL MEASURES (TO BE IMPLEMENTED 2004-2006)**

**1. Traffic Signal Synchronization and Related Improvements**

The five counties in the Nashville Area MPO have committed transportation funds for the following traffic signal improvements to reduce emissions on urban arterial corridors throughout the region:

\$5.9 million in Davidson County; \$1.2 million in Rutherford County; \$1.4 million in Sumner County; \$1.5 million in Williamson County.

**2. Funding and new infrastructure for rideshare**

By 2007, the Regional Transportation Authority and the TMA Group in Williamson County will generate a 10% increase in the number of persons using their rideshare programs, including carpools, vanpools, and intercounty express bus routes.

Local governments in the MPO have programmed the following funds to support this effort:

\$2.6 million in the five-county area for RTA rideshare programs, plus an additional \$1 million for Williamson County/TMA Group rideshare programs  
\$800,000 for new vans and upgraded intercounty buses  
\$3.25 million for new park & ride lots  
\$1.9 million for two intermodal stations in Rutherford County (Smyrna)  
\$2.7 million to implement "transit priority" infrastructure between downtown Nashville and the West End area

### **3. Air Quality Outreach and Action Day Program**

This program will include public education about the causes of ozone and particulate pollution, and personal solutions that citizens can implement. The program will work with regional media to broadcast daily "air quality alerts" so citizens know when it is particularly important to change daily behaviors. The program will also work with major employers to develop company-specific plans for "Air Quality Action Days."

The local governments of the MPO have programmed \$761,500 in funding for the program in 2004-2006. This will include benchmarking and evaluation to measure the program's effect.

### **4. New Rail Service (Nashville-Lebanon corridor)**

The region is establishing a commuter rail line between Nashville and Lebanon, much of which is being funded through Congressional earmarks. However, significant portions will also be funded by local governments in Davidson and Wilson counties. The following local governments are contributing local matching funds for the project's capital costs: Metro Nashville/Davidson County, City of Mt. Juliet, City of Lebanon, and Wilson County.

In addition, all the local governments of the five-county MPO have jointly programmed \$1.2 million to help operate the commuter rail line for its first three years.

### **5. Build New Pedestrian Facilities and Bikeways**

The five counties have programmed nearly \$8 million through the MPO for new pedestrian facilities and bikeways, and to increase use of the existing system by improving its safety and functionality. This does not include federal transportation enhancement funds awarded by TDOT, nor does it include projects that will be entirely funded by cities and counties.

Federal and related state and local matching funds for sidewalks, bikeways and greenways: \$4.7 million in Davidson County; \$715,000 in Rutherford County; \$1.3 million in Sumner County; \$150,000 in Williamson County; \$1.1 million in Wilson County. In addition, the MPO has programmed more than \$1 million to build sidewalks in downtown Springfield and in the City of White House. This investment will provide air quality benefits to Robertson County, another member of the Nashville Area Early Action Compact.

### **6. Land Use Planning that Reduces Driving**

The five MPO counties as well as Robertson County will benefit from an integrated planning approach that emphasizes the relationship between land use and transportation. Local governments in all of these counties have received training in the past two years through regionally-sponsored workshops on creating "walkable communities," as well as other workshops held across Middle Tennessee. New mixed-use projects are beginning to appear which will help reduce the number of auto trips made by area citizens. Several cities have

adopted changes to design standards and zoning that promote pedestrian activity, and others are currently considering such changes.

Changing travel habits through land use planning is a cumulative effort that typically takes years to show full results. It is also understood that the other investments on this list, such as rideshare, transit, and improved ped/bike facilities, will also account for some change in vehicle-miles traveled. The counties have thus set a modest goal for the effects of land use planning, of a one percent reduction in vehicle-miles traveled by 2007.

## **RECOMMENDED STATE CONTROL MEASURES (TO BE IMPLEMENTED 2004-2006)**

The local governments of the Nashville Area MPO recognize that many of the most effective solutions to air pollution from mobile sources fall under the State of Tennessee's responsibilities. While not empowered to enact these measures, the local governments have reviewed various options and wish to express their support for these three:

### **1. Expanded Vehicle Inspection & Maintenance Program**

This measure involves two components: first, to include a new weight class of personal vehicle in the current testing program for the five MPO counties. This would extend testing to vehicles with a gross weight of 8,500 to 10,000 pounds.

Second, the testing program -- including the new heavier weight class -- would be expanded to include Cheatham, Dickson and Robertson counties. (The existing five counties would not consider an additional weight class unless joined by these three counties.) Although there is no monitor in these counties to document that they are experiencing similar levels of ozone pollution, 2000 Census commuting patterns show that automobile traffic from these counties is certainly part of the mobile source pollution generated within the five-county area.

### **2. Lower Speed Limits on Area Interstates**

As calculated by the UT Department of Civil & Environmental Engineering, this is by far the most effective mobile source-related measure available to the state for action.

As proposed, the lower speed limit would apply only on days predicted as high-ozone days by TDEC. Notice would be provided on interstates via portable variable message signs, in addition to the permanent overhead signs installed in the Nashville area.

### **3. Cetane Additives to Diesel Fuel**

Adding cetane to diesel fuel lowers the level of NOX pollution caused when the fuel is burned. A similar program is already operating successfully in East Tennessee. It is proposed that Tennessee work with fuel suppliers and high-volume users to implement a statewide program. This measure would be needed only for a few years, until low-sulfur diesel becomes mandatory across the Southeast.